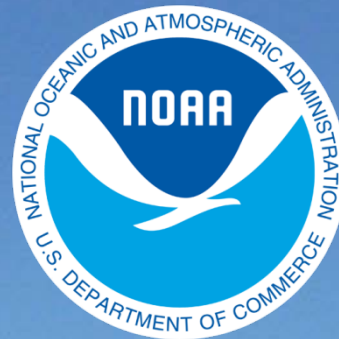


# BookletChart™

## St. Marys River to Au Sable Point

NOAA Chart 14962

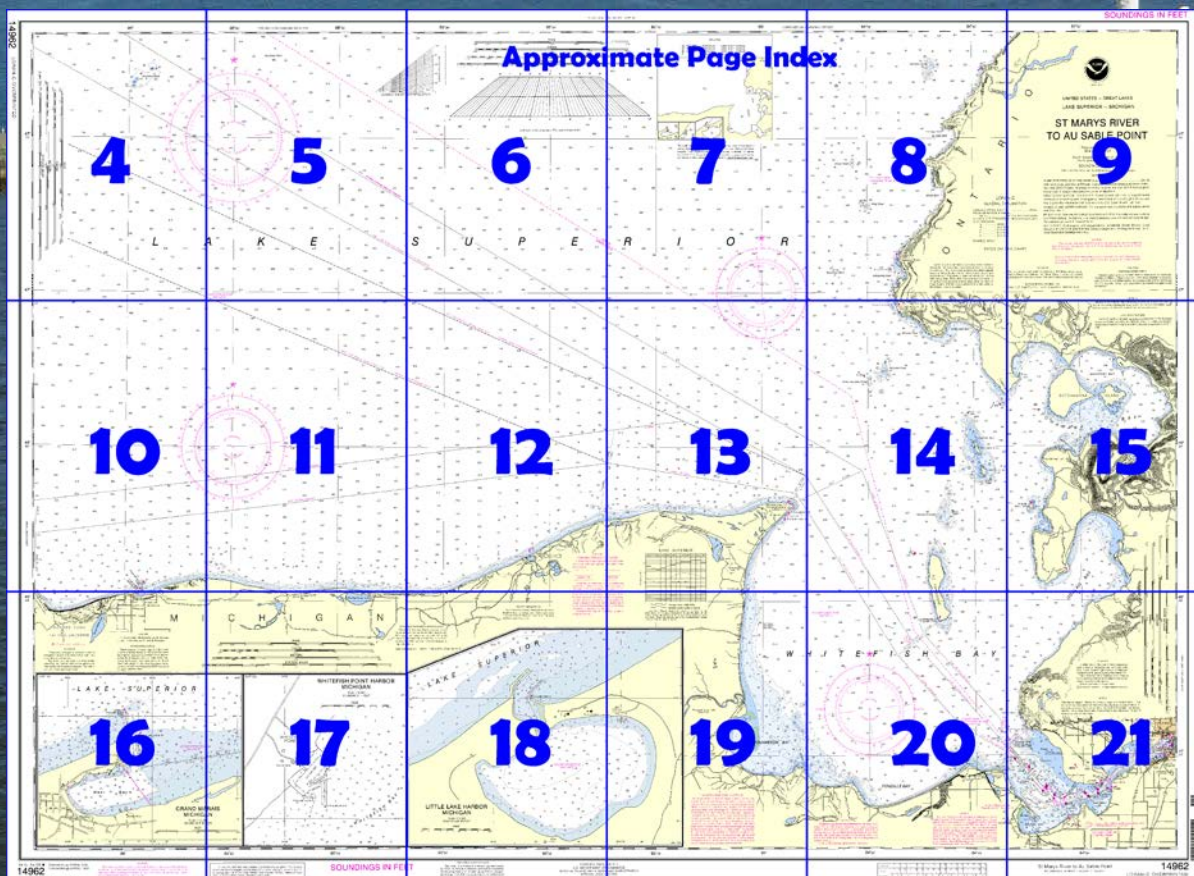


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14962>.



#### (Selected Excerpts from Coast Pilot)

From the St. Marys Falls and Sault Ste. Marie Canals, the upper part of St. Marys River leads southwest around Pointe aux Pins, thence northwest to its head in the deep water of Whitefish Bay. The dredged channels through this part of the river are well marked by buoys and ranges.

**Vidal Shoals** are in the upper approaches to the United States and Canadian canals.

**Vidal Shoals Channel**, the approach to St. Marys Falls Canal, with a depth of 28 feet,

leads east-northeast from **Big Point** for 2.2 miles to the canal entrance. The channel is marked by **076° Vidal Shoals Channel Range**.

**Pointe aux Pins Course**, with a depth of 28 feet, extends from Big Point southwest for 2.5 miles to the turn between **Brush Point, MI**, and **Pointe aux Pins, ON**, (46°28.5'N., 84°27.9'W.). The channel is marked at the upper end by a **233°** lighted range.

**Whitefish Bay** is a large deep bay in the SE corner of Lake Superior in the approach to the head of St. Marys River. **Point Iroquois** (46°29.0'N., 84°38.0'W.) is on the southeast side of the bay on the west side of the entrance to St. Marys River. **Nodoway Point** is 2.2 miles west of Point Iroquois. **Mission Hill** is a prominent 400-foot hill between the points. A rocky ledge, marked on the northeast side by a buoy, extends about 2 miles north from Nodoway Point.

From Nodoway Point, the south shore of Whitefish Bay extends 7.5 miles southwest to the mouth of **Pendills Creek**, thence northwest for 2.7 miles to **Salt Point**. **Pendills Bay** is the bight formed between the points. Shoals extend about 0.4 mile offshore in the east part of the bay and increase to 1 mile offshore northwest of Pendills Creek.

From Salt Point W for 3.8 miles to Naomikong Point, shoals extend 2 miles from shore, and thence the shoal limit extends northwest across the mouth of Tahquamenon Bay. **Naomikong Point**, and **Menekaunee Point** close W, form the S entrance point of **Tahquamenon Bay**, the southwest part of Whitefish Bay. A rocky ledge extends 1 mile North from Naomikong Point and a 6-foot spot is 0.5 mile east of the point. A rocky ledge with a depth of 4 feet is 2.8 miles north of Naomikong Point.

**Tahquamenon River** flows into the west side of Whitefish Bay just north of the north entrance point to Tahquamenon Bay. A shoal which bares extends from the mouth of the river south for about 3.5 miles into Tahquamenon Bay. The entrance to the river is shoal and should be approached with care. The river is navigable by small boats for about 16 miles. In 1963, the least depth in this stretch was 3 feet. A launching ramp is on the south side of the river mouth. Fuel is available nearby. From the Tahquamenon River north for 15.5 miles to Whitefish Point, the shoal border decreases in width from 2.7 miles to about 0.2 mile. Ruins of two abandoned docks extend offshore at the mouth of **Shell Drake River**, 8.5 miles north of Tahquamenon River.

**Whitefish Point Harbor**, entirely artificial, is on the northwest side of Whitefish Bay about 1 mile southwest of the tip of Whitefish Point. The harbor, protected by breakwaters on the north, south, and east sides, serves as a harbor of refuge for shallow-draft vessels.

**Grand Marais, MI** is a village and small-craft harbor in **West Bay**, 29 miles west of Little Lake Harbor. It is an important harbor of refuge, being the only harbor of any kind along the dangerous 65-mile stretch of shore between Little Lake and Grand Island. The bay is separated from Lake Superior at the west end by a low sand ridge and at the E end by a shallow sandspit. The natural entrance to the bay, across the spit, has been closed by a pile dike. The dike is reinforced with riprap, but in 1981, it was in ruins and was not visible above the water. Numerous submerged piles at the dike are a hazard to any craft.

**Grand Marais Harbor of Refuge Outer Light** (46°41'02"N., 85°58'18"W.), 40 feet above the water, is shown from a skeleton tower, upper part enclosed, on the outer end of the west pier; a seasonal sound signal is at the light.

**Anchorage**.—West Bay has good anchorage in depths of 18 to 40 feet, sand bottom. Sand moving in through breaks in the dike has caused shoaling in the E end of the harbor, so anchorage in the W end is advised.

**Grand Marais Coast Guard Station**, operated on weekends during the boating season, is on the west side of the entrance channel.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland	Commander	
	9th CG District	(216) 902-6117
	Cleveland, OH	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

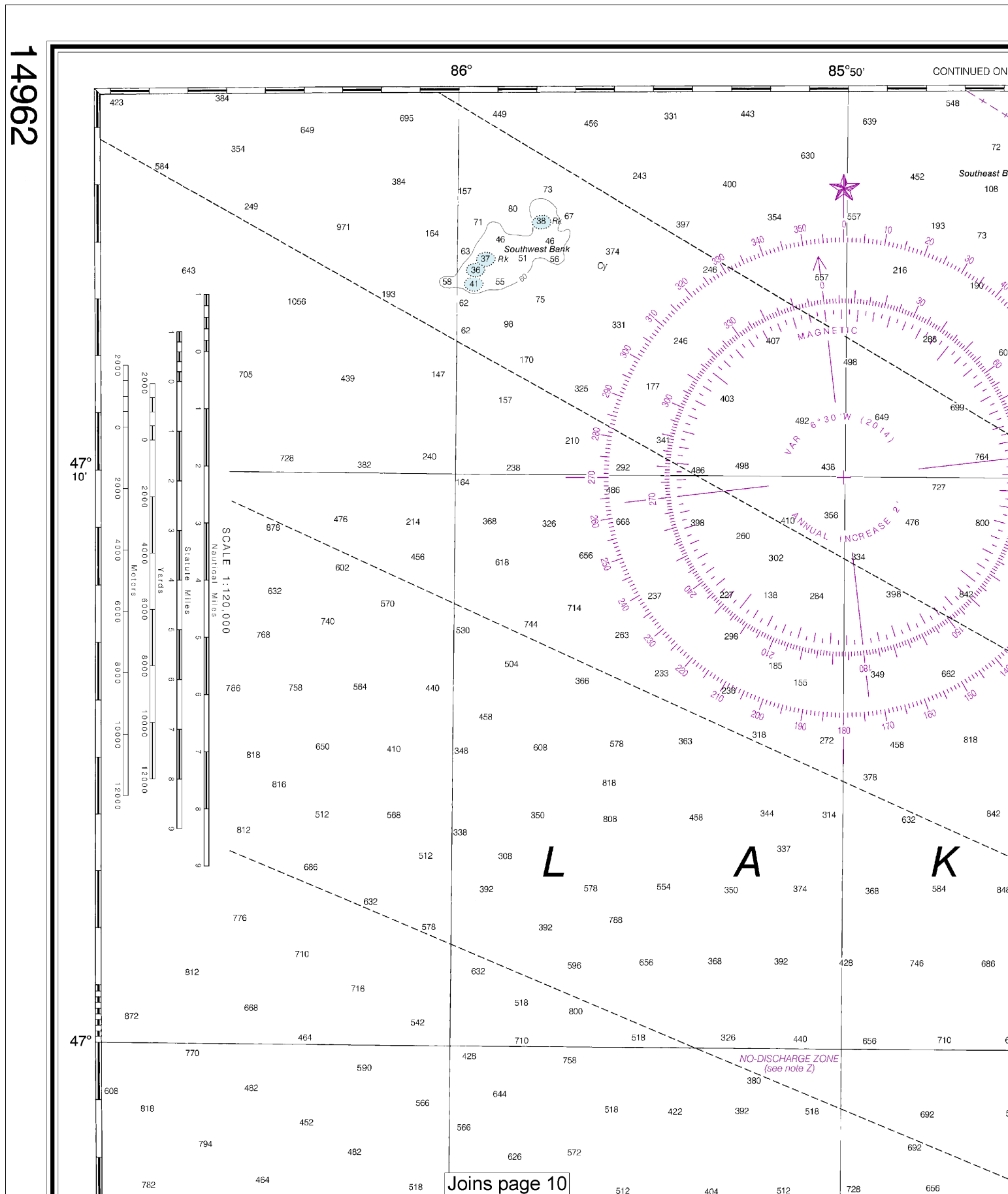
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

14962



4

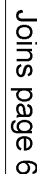
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS

STATUTE MILES

See Note on page 5.



# 5

85°40'

85°30'

85°20'

SCALE 1:120,000

Nautical Miles

Statute Miles

Yards

Meters

Latitude and Longitude Plotting Interpolator

Joins page 5

Joins page 12

S

U

P

E

6

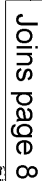
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS

See Note on page 5.

STATUTE MILES



7

85°10'

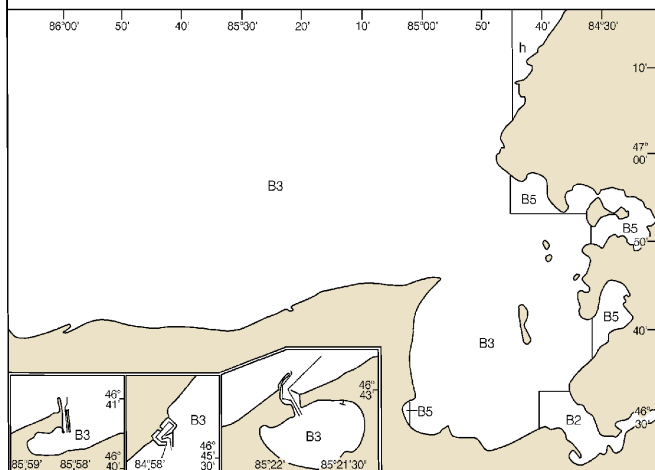
85°

CONTINUED ON CANADIAN CHART 2307

84°50'

## SOURCE

B2 1970-1989 NOS Surveys partial bottom coverage  
B3 1940-1969 NOS Surveys partial bottom coverage  
B5 1834-1899 NOS Surveys partial bottom coverage  
h Miscellaneous Surveys



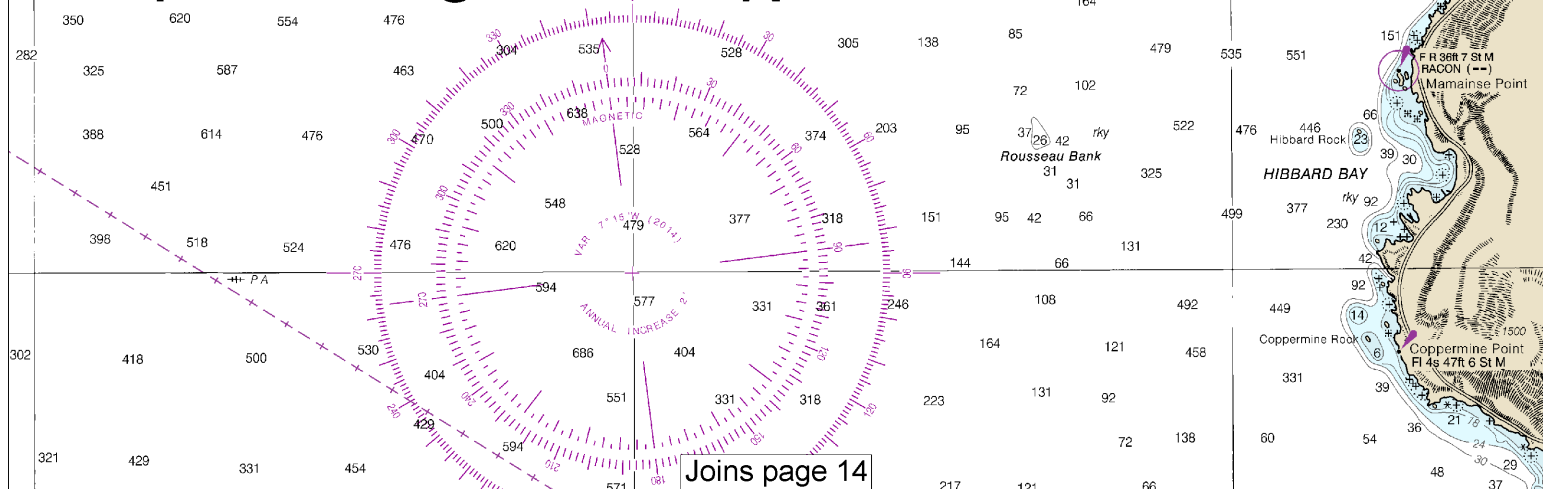
## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 7

For more detail, see  
Canadian Chart No 2307

I O R



Joins page 14

8

Note: Chart grid  
lines are aligned  
with true north.

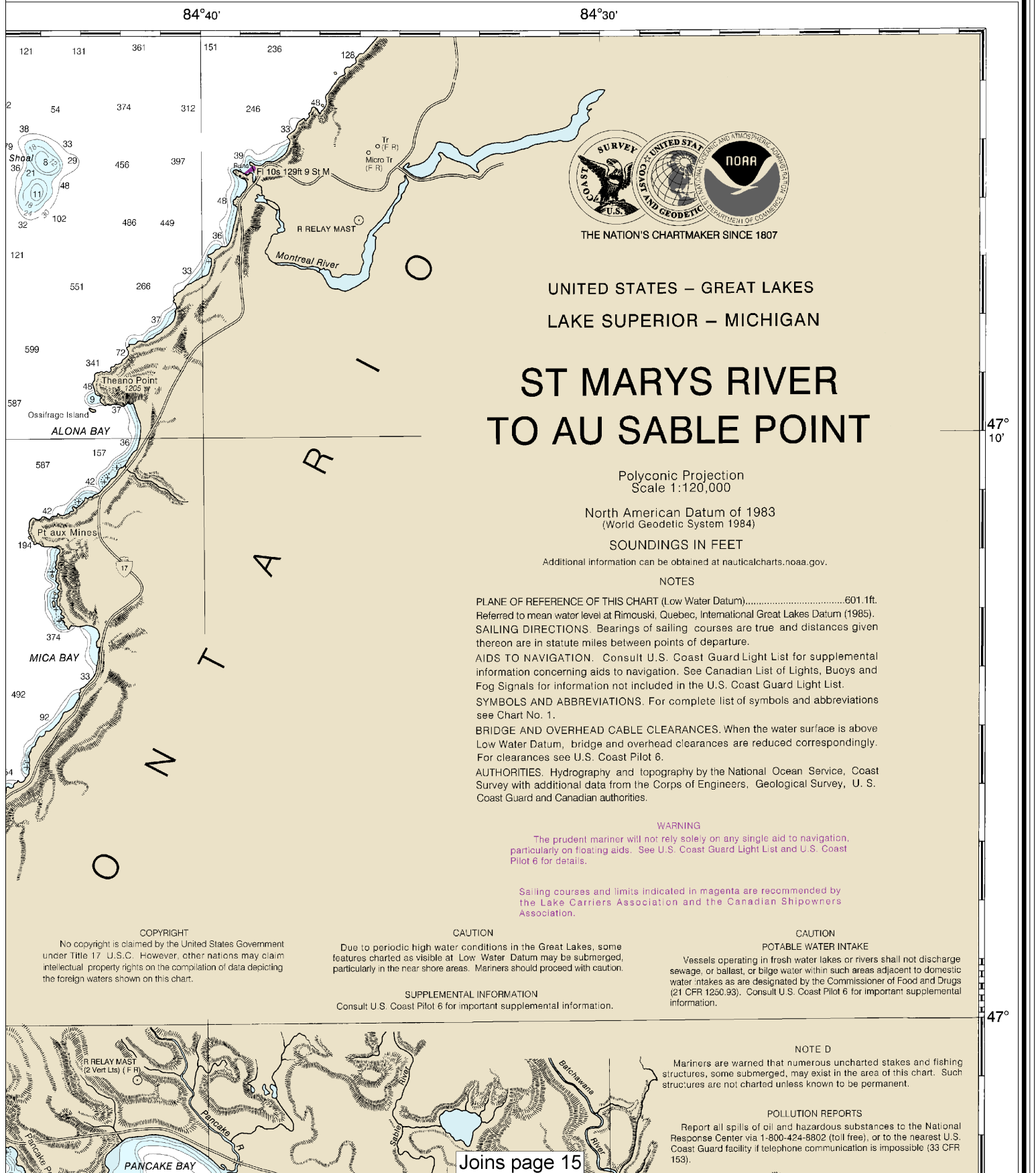
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YARDS

See Note on page 5.

STATUTE MILES





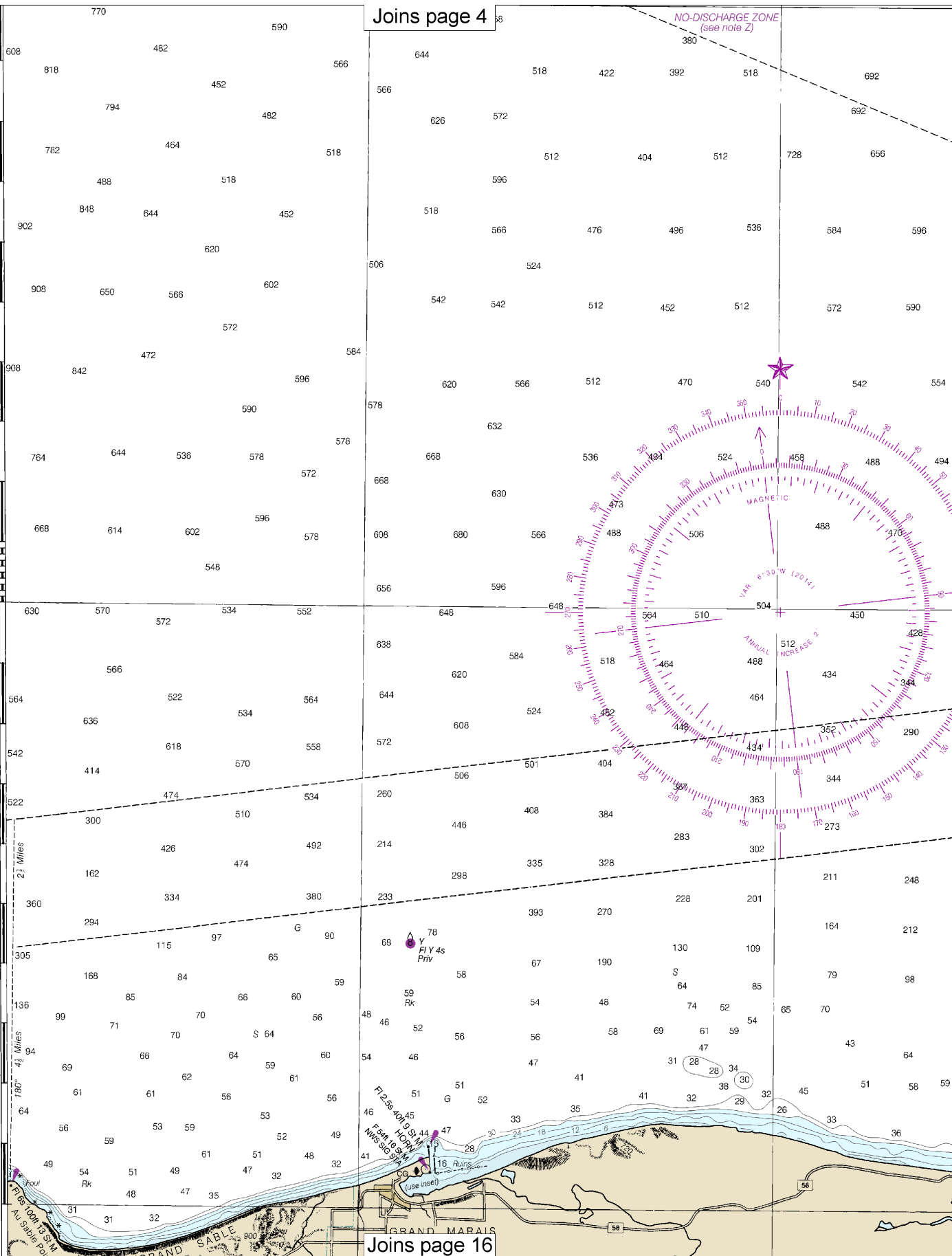
Joins page 4

NO-DISCHARGE ZONE  
(see note Z)



JOINS CHART 14963

46°  
40'



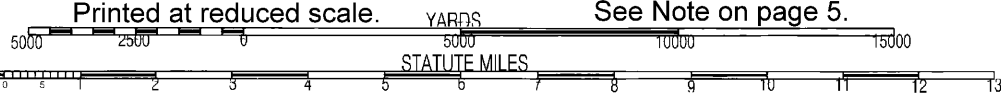
Joins page 16

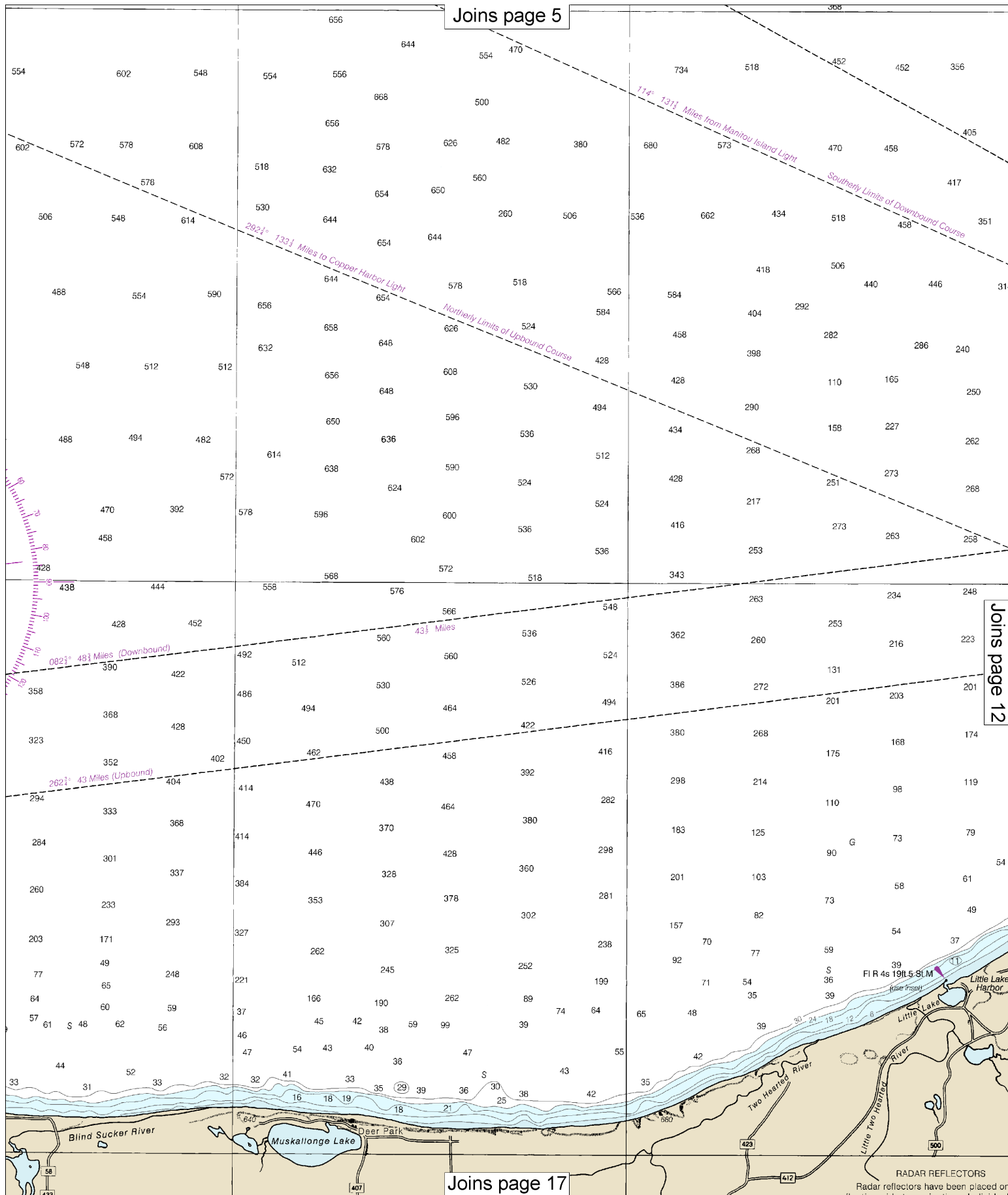
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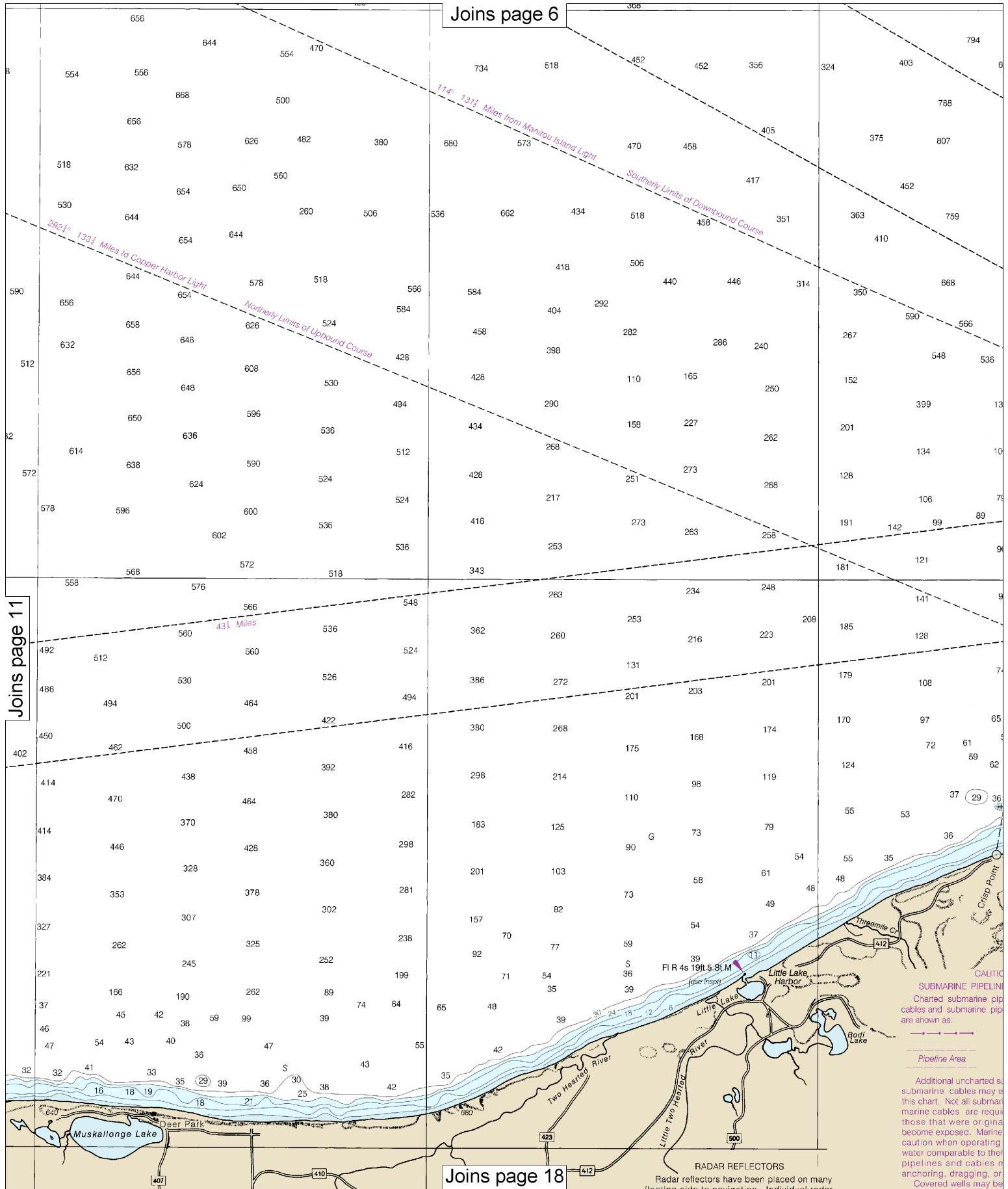
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.











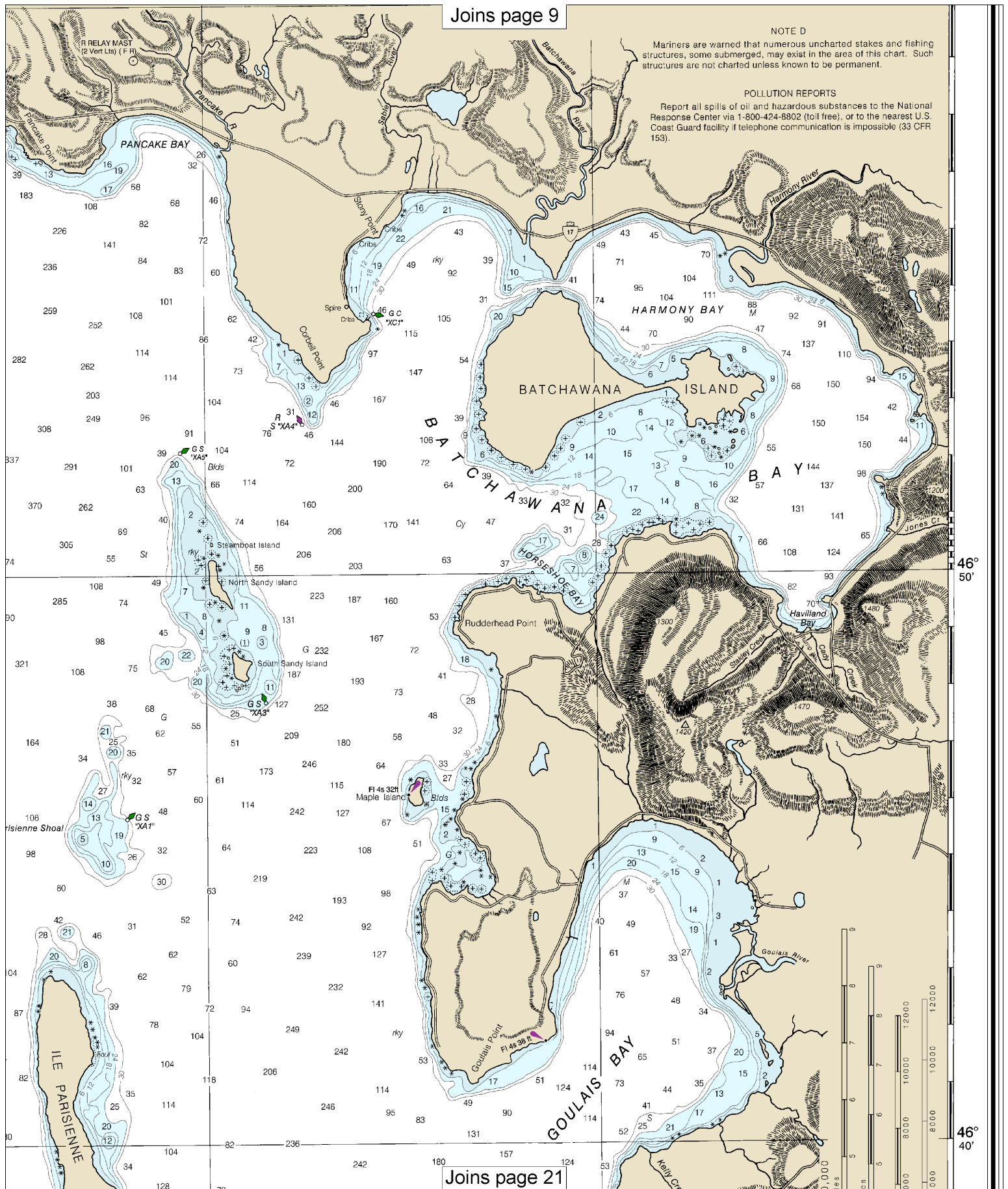


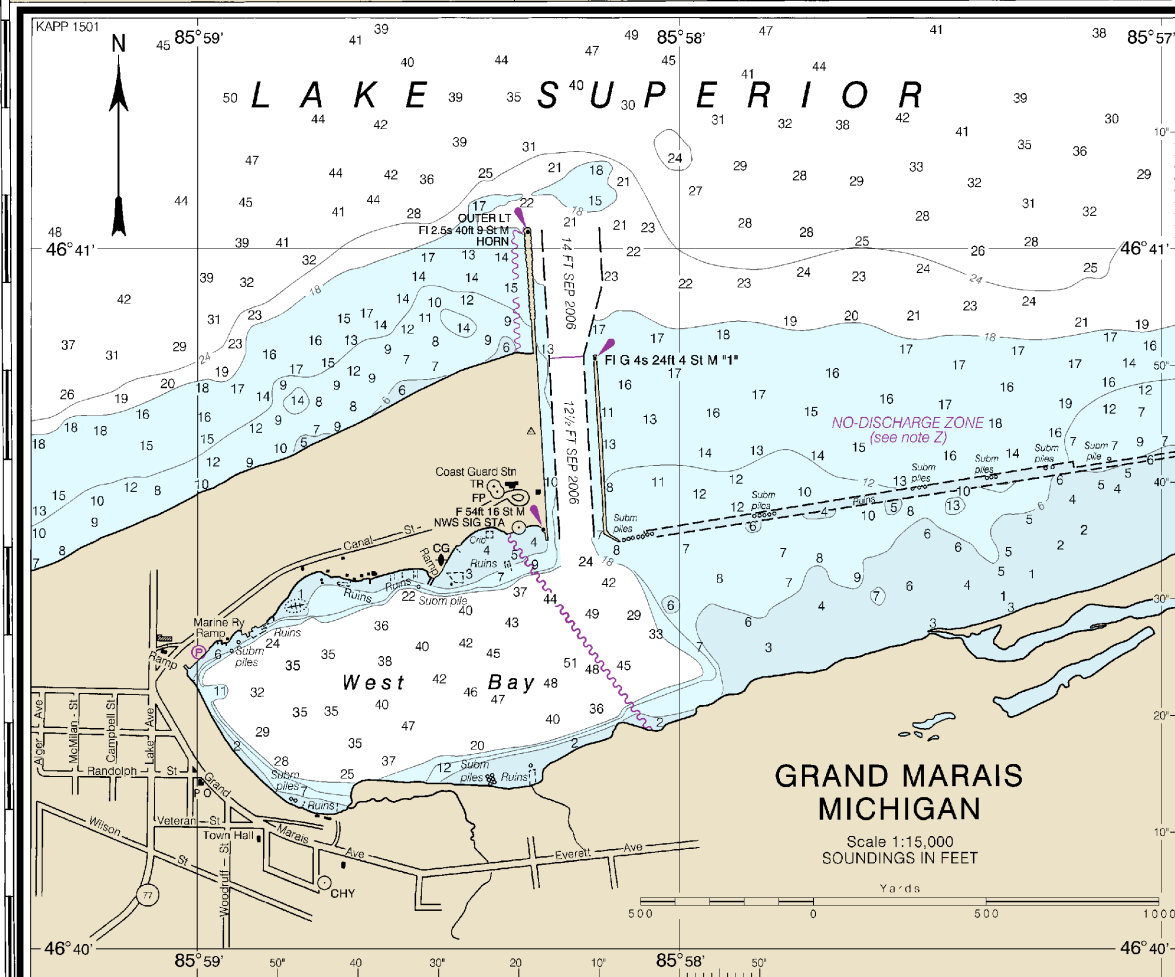
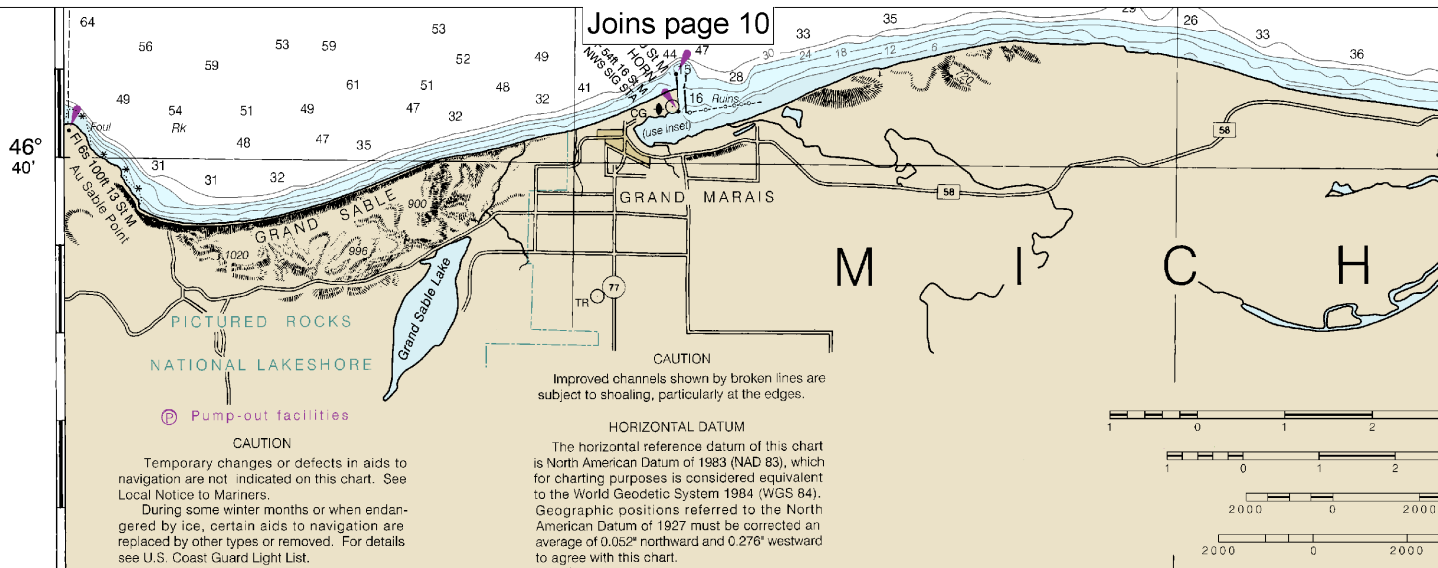
NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).





21st Ed., Jan. / 14

**14962**

**Last Correction: 12/29/2015. Cleared through:**  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/con>

**16**

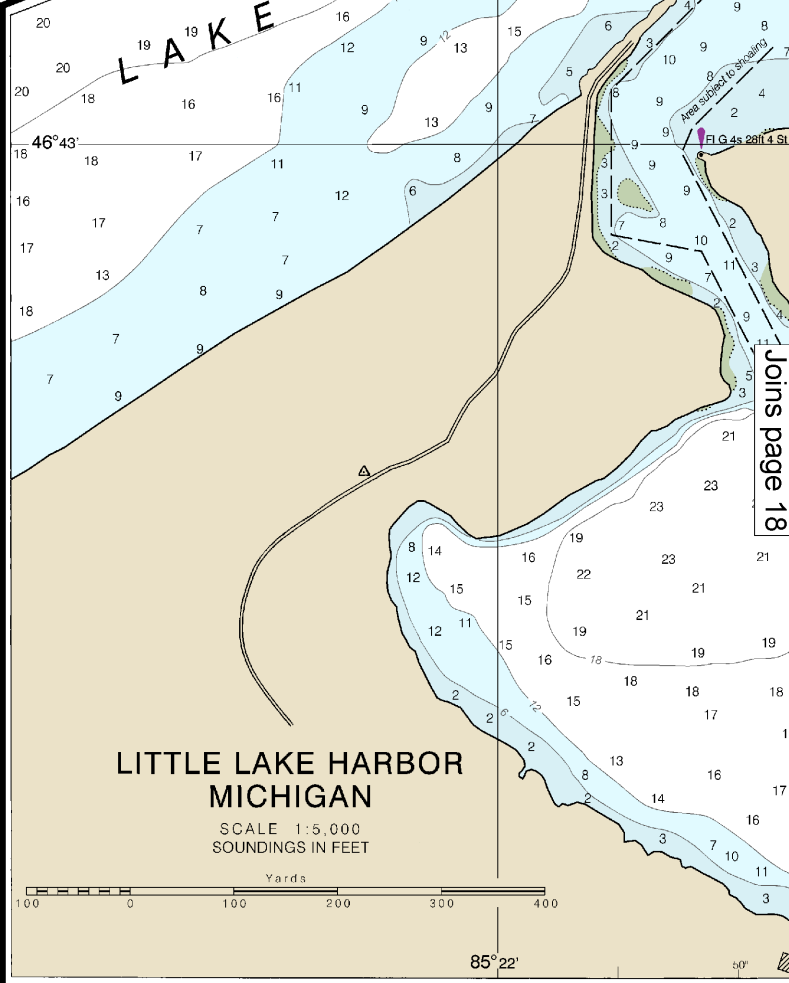
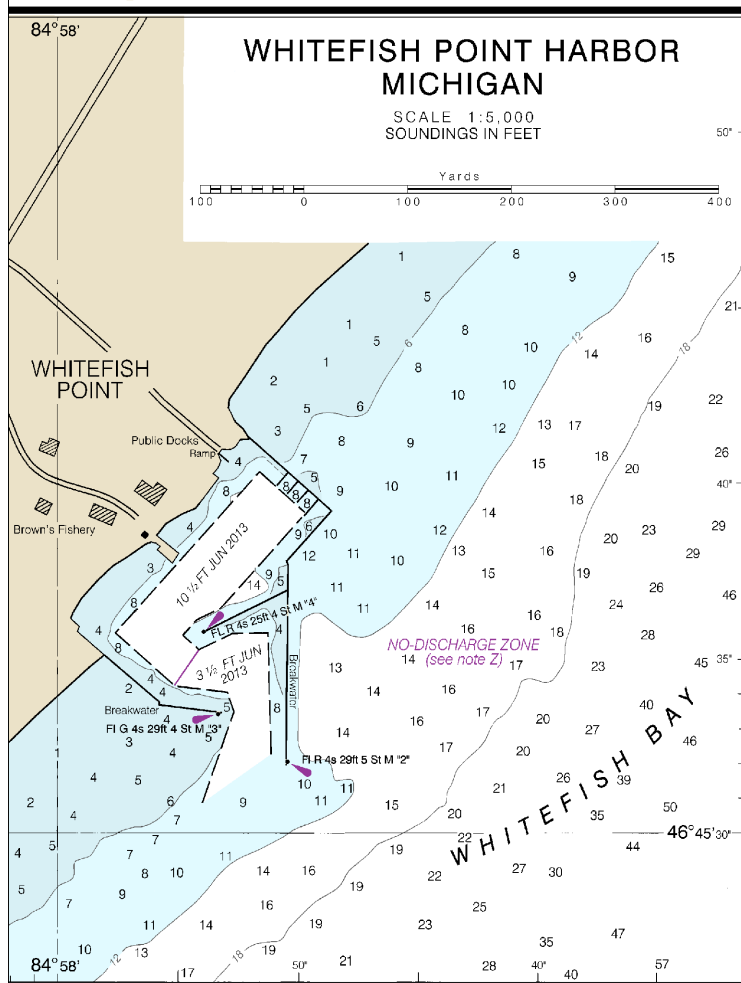
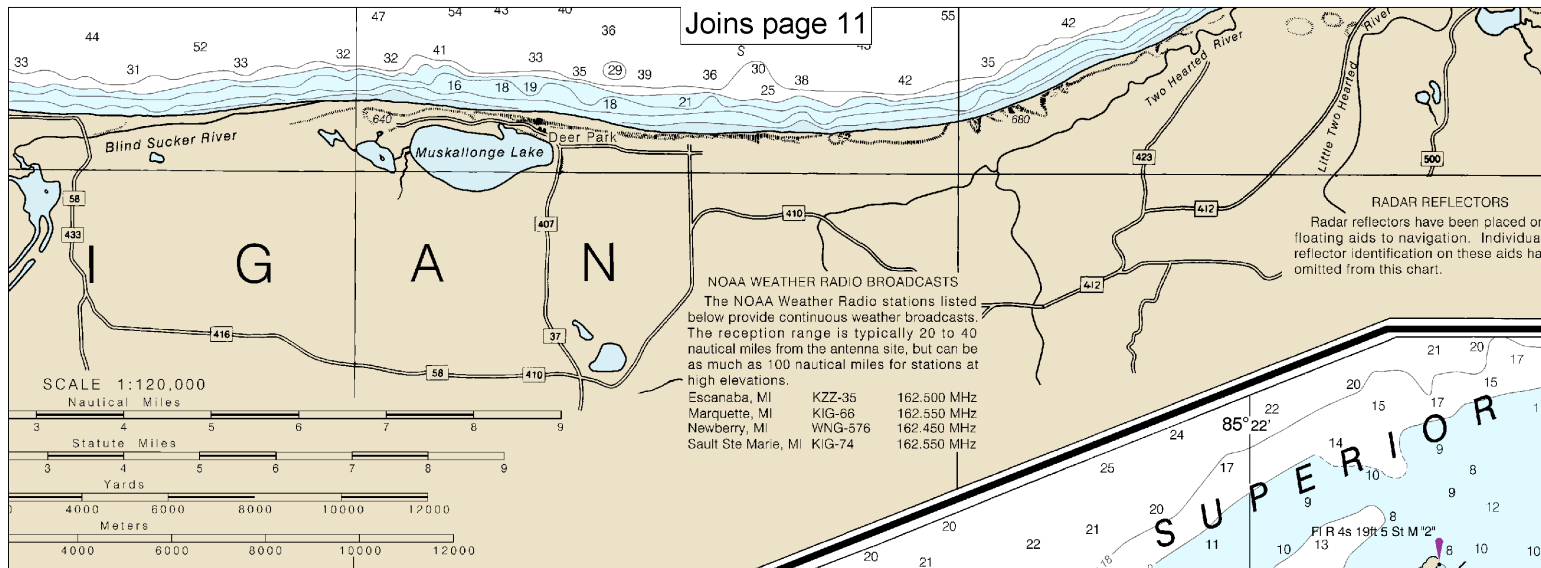
**Note:** Chart grid lines are aligned with true north.

**Printed at reduced scale.**

**YARDS**

**See Note on page 5.**

**STATUTE MILES**



85°40' 85°30' 85°22'

es or comments  
ntract.htm.

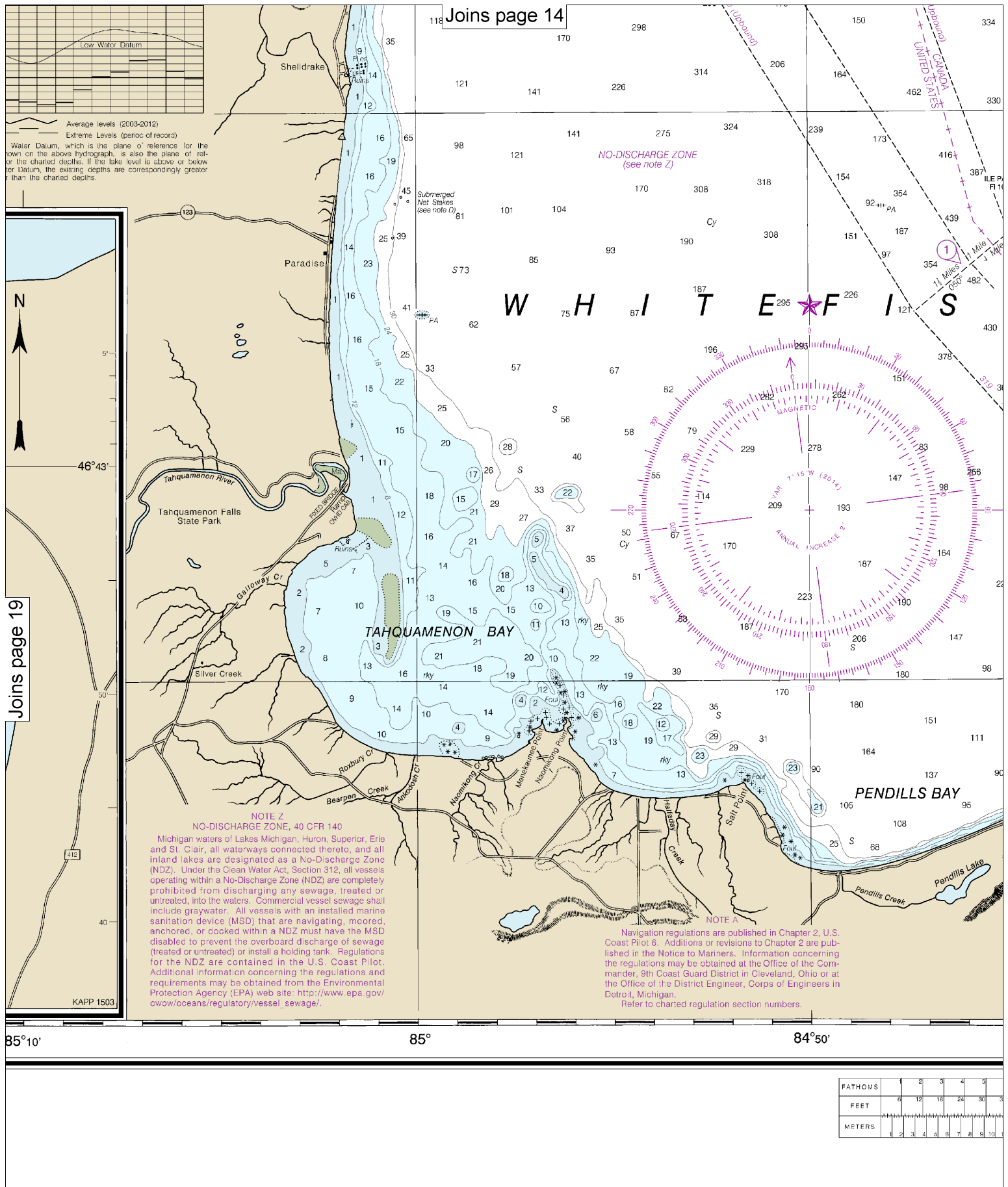
**SOUNDINGS IN FEET**



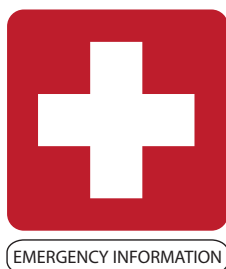












## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.